

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-I-29

Name: ALTERNATE RT. 40 OVER ANTIETAM CRK. (21018)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

*gms*

**Maryland Inventory of Historic Properties**  
**Historic Bridge Inventory**  
**Maryland State Highway Administration**  
**Maryland Historical Trust**

MHT No. WA-I-029

Name and SHA No. Funkstown Turnpike Bridge (21018)

**Location:**

Street/Road Name and Number: Alternate Route 40 over Antietam Creek

City/Town: Funkstown \_\_\_\_\_ vicinity

County: Washington \_\_\_\_\_

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

This bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is the bridge located within a designated district: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District \_\_\_\_\_

**Bridge Type:**

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☒ Stone Arch

☐ Metal Truss Bridge

☐ Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

**Description:****Describe Setting:**

*The Funkstown Turnpike Bridge, alternately known as the First Funkstown Bridge, carries Alternate Route 40 across Antietam Creek into Funkstown in a northwest-southeast orientation. The roadway is higher on the north side, and slopes down toward the south. Antietam Creek flows from northeast to southwest, encountering the Second Funkstown Bridge, or Shafer's Mill Bridge (see SHA #W4001) slightly downstream.*

**Describe Superstructure and Substructure:**

**(Discuss points identified in Context Addendum, Section C)**

*This bridge was originally constructed of smoothly coursed limestone. Its three segmental arches, which rise high above the water, display carefully cut voussoirs of even width and size, with no apparent keystone. Rounded stone piers are visible on the upstream elevation. The southeastern stone wing wall extends along the curve of the roadway. As discussed below, portions of the bridge have been replaced with concrete.*

**Discuss major alterations:**

*In 1931, the bridge was radically modified when Alternate Route 40 was widened. At this time, its southwestern elevation was extended downstream; the stone arches and piers were extended using premolded concrete expansion joints reinforced with deformed steel bars. As a result of this action, the original stone face of the bridge is now visible only on the upstream elevation. Additionally, the stone parapets on both sides of the bridge were replaced with sectional concrete walls, the existing roadway was removed and replaced with a one course plain cement concrete pavement, and the stream path was altered as necessary on both sides of the bridge. Metal plaques on either end of the concrete walls list the 1931 alterations and the state officials and engineers who were responsible for the work.*

**History:**

**When Built:** 1823

**Why Built:** *Constructed as part of the National Pike*

**Who Built:** *James Lloyd*

**Who Designed:** *unknown*

**Why Altered:** *Widening of Alternate 40*

**Was this bridge built as part of an organized bridge building campaign:** *yes*

*Funkstown Turnpike Bridge was one of several extant bridges built as part of the National Pike between Hagerstown and Boonsboro during the 1820s. As such, the bridge is potentially eligible under Criterion A for its role in encouraging transportation and commerce within the county and the state through early turnpike construction in Maryland.*

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☒ A Events    ☐ B Person

☒ C Engineering/Architectural Character

**Was the bridge constructed in response to significant events in Maryland or local history?**

*The Funkstown Turnpike Bridge was erected as part of the National Road campaign, a turnpike and bridge building project connecting the eastern seaboard to the Ohio River. Originally conceived under President Washington's administration, Congress approved plans for the road in 1806. Construction of the portion of the National Pike connecting Hagerstown and Boonsboro began in 1822, a year before the bridge itself was built. Once completed, the National Road and the National Pike became the major thoroughfares for goods and travelers heading west. It continued as the primary artery for traffic until the emergence of railroads later in the century. As a result of the National Road and Pike network, existing towns grew and new towns cropped up along its route to accommodate the growing numbers of travelers using the road.*

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

*As an integral part of the National Pike, the Funkstown Turnpike Bridge played an important role in stimulating transportation and commerce within Washington County and the state of Maryland. In addition, as a major route in and out of Funkstown, the bridge aided early growth and development of the town. Widening the bridge in 1931 to facilitate traffic movement along Alternate 40 encouraged additional development.*

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?**

*Funkstown Turnpike Bridge is located at the edge of Funkstown, which itself may be eligible for historic designation. If Funkstown were nominated as an historic district, the bridge would significantly add to both the historic and visual character of the possible district.*

**Is the bridge a significant example of its type?**

*Even though the Funkstown Turnpike Bridge has been modified from its original state, it is still a significant example of a stone arch bridge.*

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

*This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, the Funkstown Turnpike Bridge still possesses integrity of many of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers on its upstream, or northeastern side. In general, the bridge is in good to excellent condition.*

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

*Although more than 30 stone bridges were built in Washington County, with at least 24 still extant, no two are exactly the same. The Funkstown Turnpike Bridge was the first of many bridges constructed in the county by the Lloyds of Pennsylvania, and the first bridge to span Antietam Creek. It is potentially eligible under Criterion C not only for its design but also for its status as one of the earliest examples of its kind.*

**Should this bridge be given further study before significance analysis is made and why?**

*The Funkstown Turnpike Bridge has been well documented both in written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never been submitted to the National Register. The bridge is presently listed in the Maryland Historical Trust's Inventory. No further study is recommended.*

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a photocopy USGS map illustrating the location of the bridge.**

**Surveyor:**

**Name:** Alice Crampton/Julie Abell  
**Organization:** Parsons Engineering Science, Inc.  
**Address:** 10521 Rosehaven Street  
Fairfax, Virginia 22030-2899

**Date:** 11/15/94  
**Telephone:** (703) 591-7575

## MARYLAND HISTORICAL TRUST WORKSHEET

MAGI # 2206793317

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

<b>1. NAME</b>				
COMMON: Funkstown Turnpike Bridge				
AND/OR HISTORIC: First Funkstown Bridge				
<b>2. LOCATION</b>				
STREET AND NUMBER: Alternate Route 40, Funkstown				
CITY OR TOWN: Funkstown				
STATE Maryland			COUNTY: Washington	
<b>3. CLASSIFICATION</b>				
<b>CATEGORY</b> (Check One)		<b>OWNERSHIP</b>		<b>STATUS</b>
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		<b>Public Acquisition:</b> <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		<b>ACCESSIBLE TO THE PUBLIC</b> Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum		<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific		<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
Comments _____				
<b>4. OWNER OF PROPERTY</b>				
OWNER'S NAME: Maryland State Roads Commission				
STREET AND NUMBER: 300 West Preston Street				
CITY OR TOWN: Baltimore			STATE: Maryland	
<b>5. LOCATION OF LEGAL DESCRIPTION</b>				
COURTHOUSE, REGISTRY OF DEEDS, ETC:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
Title Reference of Current Deed (Book & Pg. #):				
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input checked="" type="checkbox"/> 50%	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This three-arch bridge carries the Old National Pike, now U.S. 40-A, across the Antietam Creek at Funkstown. Built in 1823 by James Lloyd, member of a Pennsylvania bridge building firm, it is the oldest of the bridges over the Antietam Creek.

The bridge is constructed of smoothly coursed limestone with its segmental arches displaying carefully cut voisoirs. The arches rise high above the water and are faced with rounded piers on the north elevation of the structure.

During the early part of this century, the bridge was widened; its arches were extended to the south with concrete. The stone parapets were replaced with concrete walls. Thus, the original stone surface of the bridge is visible only on its north or upstream elevation.

Although greatly altered, the structure appears to be in good to excellent condition.

SEE INSTRUCTIONS

**B. SIGNIFICANCE****PERIOD (Check One or More as Appropriate)**

- ☐ Pre-Columbian      ☐ 16th Century      ☐ 18th Century      ☐ 20th Century  
☐ 15th Century      ☐ 17th Century      ☒ 19th Century

**SPECIFIC DATE(S) (If Applicable and Known)** 1823

**AREAS OF SIGNIFICANCE (Check One or More as Appropriate)**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric             | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi-             | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry               | losophy  | _____                                    |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Science                   | _____                                    |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape              | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input type="checkbox"/> Art                     | Architecture                                    | <input type="checkbox"/> Social/Human-             | _____                                    |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Literature             | itarian  | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Military               | <input type="checkbox"/> Theater                   | _____                                    |
| <input type="checkbox"/> Conservation            | <input type="checkbox"/> Music                  | <input checked="" type="checkbox"/> Transportation | _____                                    |

**STATEMENT OF SIGNIFICANCE**

The areas of significance of the Funkstown Turnpike Bridge include engineering, transportation, commerce and architecture.

This bridge, constructed as part of the National Pike, is one of the oldest stone spans in the county. According to secondary sources, it was built in 1823 just four years after the National Pike bridge over the Conococheague Creek. It was followed by some thirty stone arched structures, many of which remain in use today. These bridges accommodating traffic of a much greater weight and volume than they were designed to carry remain as monuments to the engineering capabilities of the early bridge builders. The contract for the construction of this bridge was given to a Pennsylvania firm, the Lloyds, who built several of the county's stone bridges. Other bridge builders in the county were John and George Weaver and Silas Harry. Charles Wilson on occasion acted as an agent for the Lloyds. It is said that the Maryland Legislature insisted on the construction of stone rather than wood bridges for the National Pike, because of the greater durability of the stone structures.

The bridge at Funkstown is also significant for its role in transportation and commerce on the National Pike from 1823 to the present. In 1822 work was begun on the portion of the turnpike between Boonsboro and Hagerstown. The completion of this segment resulted in a smooth and well maintained turnpike from Baltimore to the Ohio River.<sup>1</sup> The major route for freight and travelers to and from the West, the National Pike was in its heyday until the advent of the railroads which attracted much of the traffic. As a result of the extensive use of the Pike, towns and service areas grew to accommodate stage travelers and wagoners.

Although altered, the bridge does retain significance for its architecture. Stone bridges were used extensively in Washington County and in nearby Franklin County, Pa. Such bridges are not common outside these counties which comprise the lower Cumberland Valley. These bridges, most of which were built between 1820 and 1850 appear to be associated with the extensive use of stone for houses, barns, mills and other structures during the first half of the 19th century. Thus they are an important part of Maryland's early architecture in stone.

<sup>1</sup> Thomas J. C. Williams, History of Washington County, Hagerstown: Mail Publishing Co., 1906, p. 151.



**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.  
 Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," August-September, 1965.  
 Williams, Thomas J. C., History of Washington County, Hagerstown: Mail Publishing Co., 1906.

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

**11. FORM PREPARED BY**

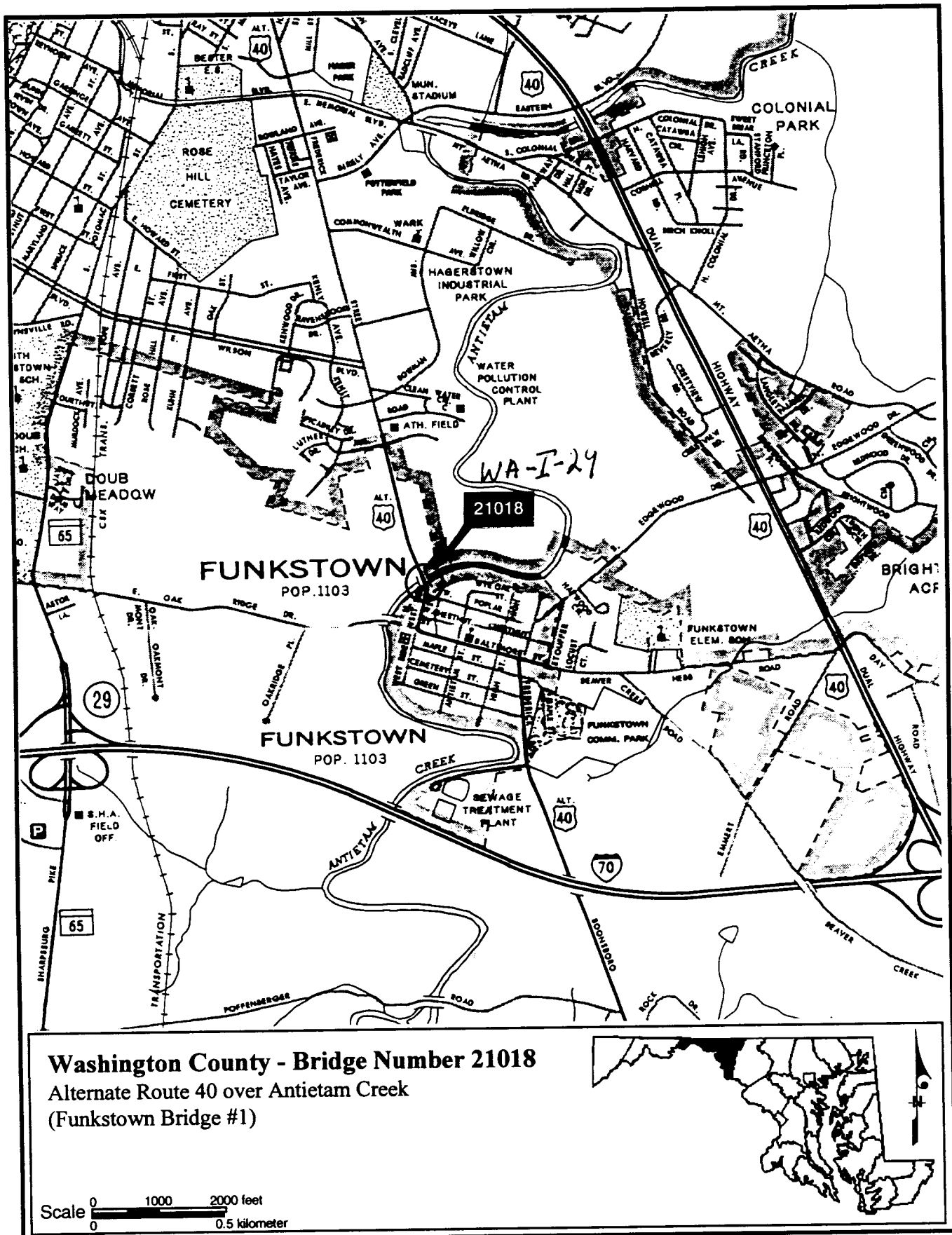
NAME AND TITLE: Paula Stoner Dickey, Consultant	
ORGANIZATION Washington County Historical Sites Survey	DATE March, 1975
STREET AND NUMBER: Court House Annex	
CITY OR TOWN: Hagerstown	STATE Maryland

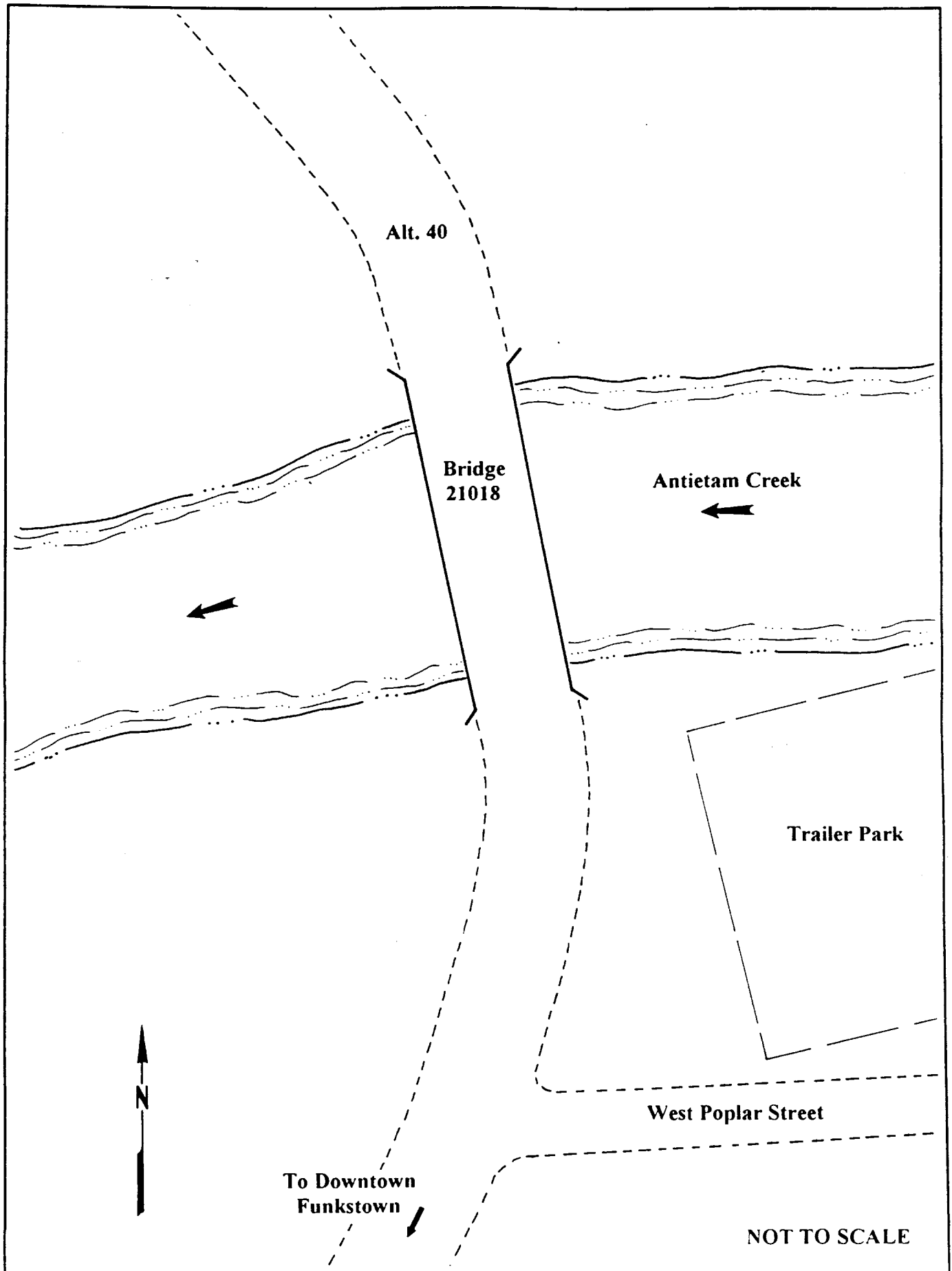
**12. State Liaison Officer Review: (Office Use Only)**

Significance of this property is:

National ☐ State ☐ Local ☐

Signature \_\_\_\_\_





5463 III NE  
(MASON-DIXON)

39°37'30" 77°45'

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

CHAMBERSBURG, PA. 24 MI.  
HAGERSTOWN (P.O.) 19 MI.

266000 E. 1.5 MI. TO U.S. 40 267

42°30' HAGERSTOWN (P.O.) 1.9 MI. 268

5463 III HAGERSTOWN

*Hagerstown Quadrangle*

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
CORPS OF ENGINEERS



WA-I-029



WA-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation

1 of 7



WA-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation

2 of 7





WA-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation, wall detail

3 of 7



WA-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

West elevation

4 of 7



WA-I-029

Funkstown Turnpike Bridge  
(21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway  
Administration

Approach looking north

5 of 7



71A-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway  
Administration

Approach looking south

6 of 7



ANTIETAM CREEK BRIDGE

UNDEED - 1931

STATE ROAD COMMISSION

G. CLINTON DEL. — CHAIRMAN.

HOWARD BRUCE

JOHN K. SHAW

H. D. MILLER JR. — CHIEF ENGINEER.

W. C. HUFFMAN — BRIDGE ENGINEER.

WA-I-029

Funkstown Turnpike Bridge (21018)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

1931 metal plaque on interior parapet

7 of 7



66-17-I-007

PAULA STONER DICKEY  
CONSULTANT, WASHINGTON CO.  
HISTORICAL SITES SURVEY